BookletChart™

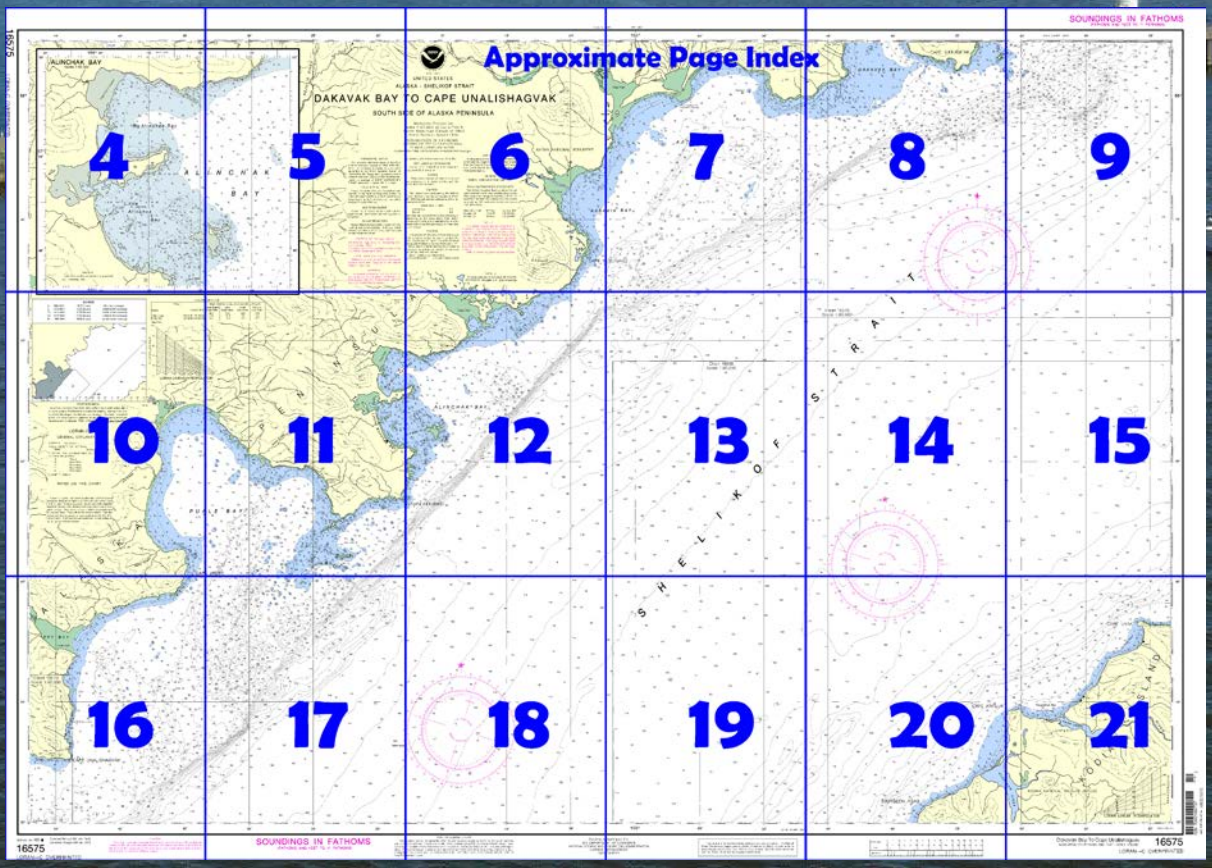
Dakavak Bay to Cape Unalishagvak

NOAA Chart 16575

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

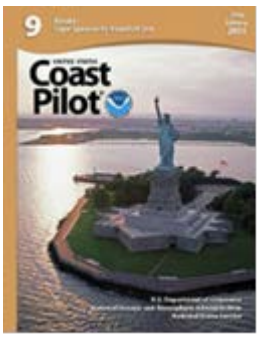
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16575.



(Selected Excerpts from Coast Pilot)
Katmai Bay is a large roadstead which offers protection from N, NW, and W weather. In 1980, hydrographic surveys by the NOAA Ship DAVIDSON revealed that the bay has several large submerged reefs with least depths of 4 to 8 fathoms. In the NW corner of the bay, about 0.5 mile offshore, is a reef with a least depth of 2 fathoms, in 57°58.2'N., 155°00.4'W. In the NE corner of the bay is a reef with a least depth of 2¾ fathoms, in 58°00.0'N., 154°50.2'W.
Katmai River, its head extending to Mount Katmai before the eruption in 1912, was navigated by launches at high tide to the abandoned village of Katmai. In 1980, the river was choked with pumice which washes down from the higher slopes faster than the stream can dispose of it. Occasional steam and smoke from Mount Katmai volcanic activity can be seen in the area. Strong N winds raise large clouds of pumice which cause a murky haze throughout the area.
The area in the vicinity of Mount Katmai from Cape Douglas to Cape Kubugakli is the **Katmai National Park and Preserve**. The park is a Marine Protected Area. The most spectacular feature of the park is the mountain-encircled **Valley of Ten Thousand Smokes** in the NW portion of the reservation. Here the ground is broken open, giving vent to several million fumaroles or little volcanoes, from which rise jets of steam. Some of the jets throw their steam 1,000 feet into the air, and hundreds of others go up to a distance of 500 feet, all merging above the valley into one colossal cloud.
Kashvik Bay, just SW of Katmai Bay, offers good anchorage in 10 fathoms or less near the center of the bay. A submerged reef extends about 0.8 mile from the N shore, and scattered rocks are close off the SW and W shores. The entrance and middle of bay are free of hazards.
Mount Katmai, a volcano 6,715 feet high, is part of a high ridge and is not easily distinguishable from Shelikof Strait. In 1912 this volcano gave vent to a violent eruption, the initial stages lasting three days, during which several cubic miles of material were emitted. This eruption was of such violence as to rank in the first order of volcanic explosions. The volcano is now quiet and in its crater is a lake over 1 mile long and about 1 mile wide.
Mount Mageik, a volcano 7,250 feet high, is about 10 miles SW from Mount Katmai. It has a more definite summit and can be easily identified from Shelikof Strait.
Cape Kubugakli, 83 miles SW of Cape Douglas, is bold and rises rapidly to **Mount Kubugakli**, a prominent mountain with two summits. The 2,920-foot S peak is the higher. The area off Cape Kubugakli is foul and should be given a wide berth.
Alinchak Bay, opening S of Cape Kubugakli, is divided into two arms. **Little Alinchak Bay**, the S arm, is shallow with extensive foul areas and should be avoided by those without local knowledge. **Big Alinchak Bay**, the N arm, is an excellent harbor of refuge with protection from all but NE and E winds. The center of the arm has good anchorage in 10 fathoms, mud and fine sand bottom. Depths decrease to 2 fathoms in the NW and SW corners. Vessels should keep 0.5 mile off the N shore of the bay and 0.15 mile off the S shore. The approach to Big Alinchak Bay is from SE on a course midway between the extensive foul area off the mouth of Little Alinchak Bay and a 7-fathom shoal in about 57°48.0'N., 155°13.0'W.
Cape Kekurnoi, between Alinchak and Puale Bays, is fairly low, but rises gradually to over 1,500 feet. A 6.5 fathoms shoal is about 1.6 miles SW of the E tip of the cape in 57°42'26"N., 155°20'24"W. Reefs and rocky islets extend 3.5 miles S from the SW tip of the cape. There are bad tide rips off these reefs, which is frequently the case along the W side of Shelikof Strait. These reefs and islets are also foul with heavy kelp. Passage should only be attempted with local knowledge.
Puale Bay is open to the S and is only partly protected on the E by the reefs and islets extending S from Cape Kekurnoi. The N shore has low rocky bluffs and small rocky beaches. The W shore has two long sandy beaches separated by a rocky bluff 400 feet high. The SW shore is formed by the bold rocky bluffs of Cape Aklek.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Jan. 29/05
Corrected through LNM Jan. 18/05

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Little Alinchak Bay should be navigated with local knowledge only.

CAUTION

Tidal observations conducted by the National Ocean Service since the earthquake of March 27, 1964 indicate bottom subsidence at the following locations:

Subsidence in (feet)	
Uganik Bay	–3.7
Kodiak	–5.8

Mariners are cautioned to expect shoaling or deepening for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed in the inshore waters of this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to North American Datum of 1927 must be corrected an average of 2.542" southward and 7.7440" westward to agree with this chart.

NOTE B

Pinnacle rocks exist in the area of 58°41'30"N–155°25'00"W. Navigate with local knowledge only.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Kodiak, AK	WXJ-78	162.55 MHz
Homer, AK	WXJ-24	162.40 MHz

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

For Symbols and Abbreviations see Chart No. 1

Mercator Projection
Scale 1:80,000 at Lat 57°33'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.
PULSE REPETITION INTERVAL
9990 ..... 99,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary

EXAMPLE: 9990-Y

RATES ON THIS CHART

9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the latitudes in inshore waters.

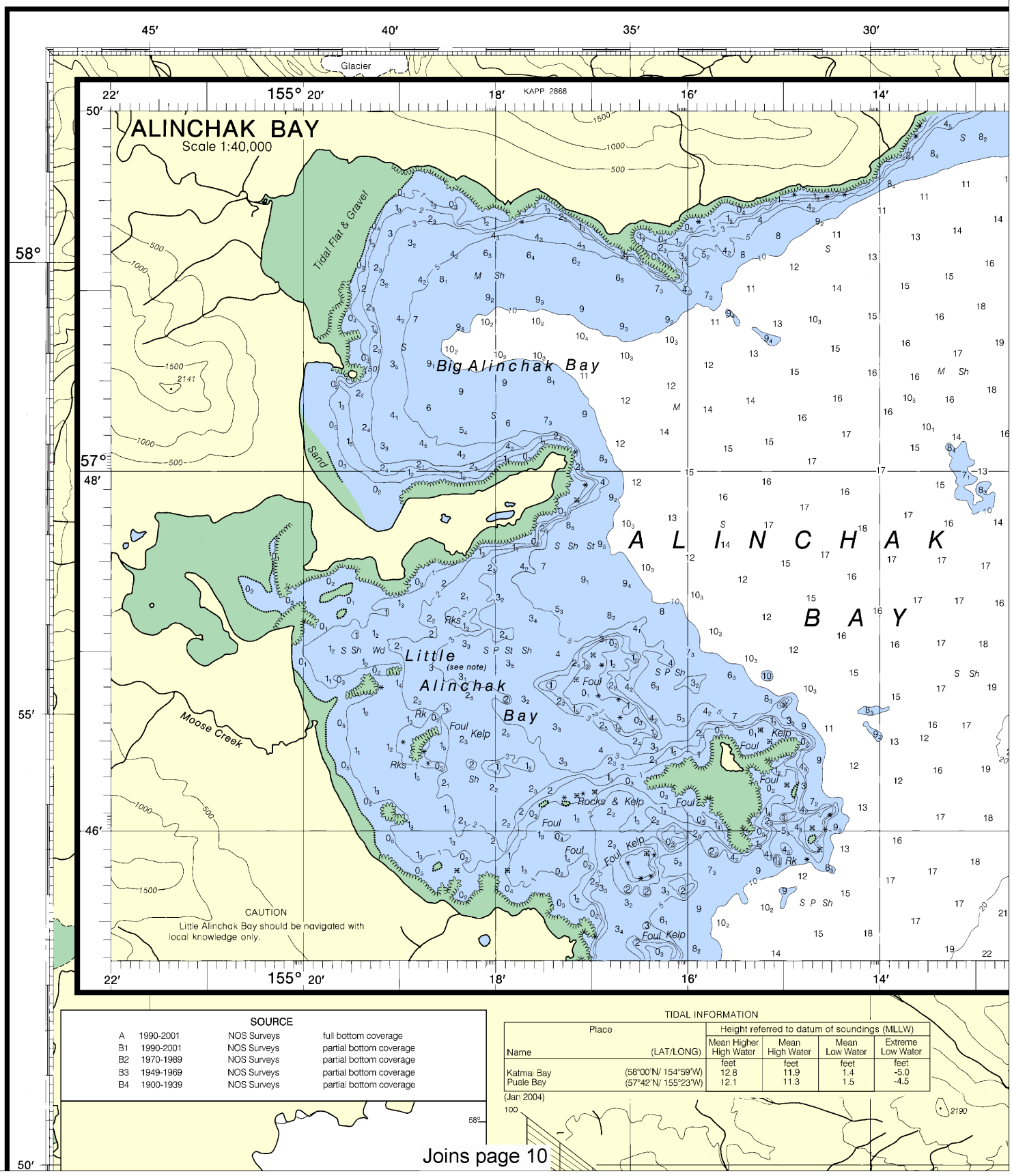
TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Katmai Bay	(58°00'N/ 154°59'W)	12.8	11.9	1.4	-5.0
Puale Bay	(57°42'N/ 155°23'W)	12.1	11.3	1.5	-4.5

(Jan 2004)

16575

LORAN-C OVERPRINTED



SOURCE

A	1990-2001	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1949-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

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(Jan 2004)

Joins page 10

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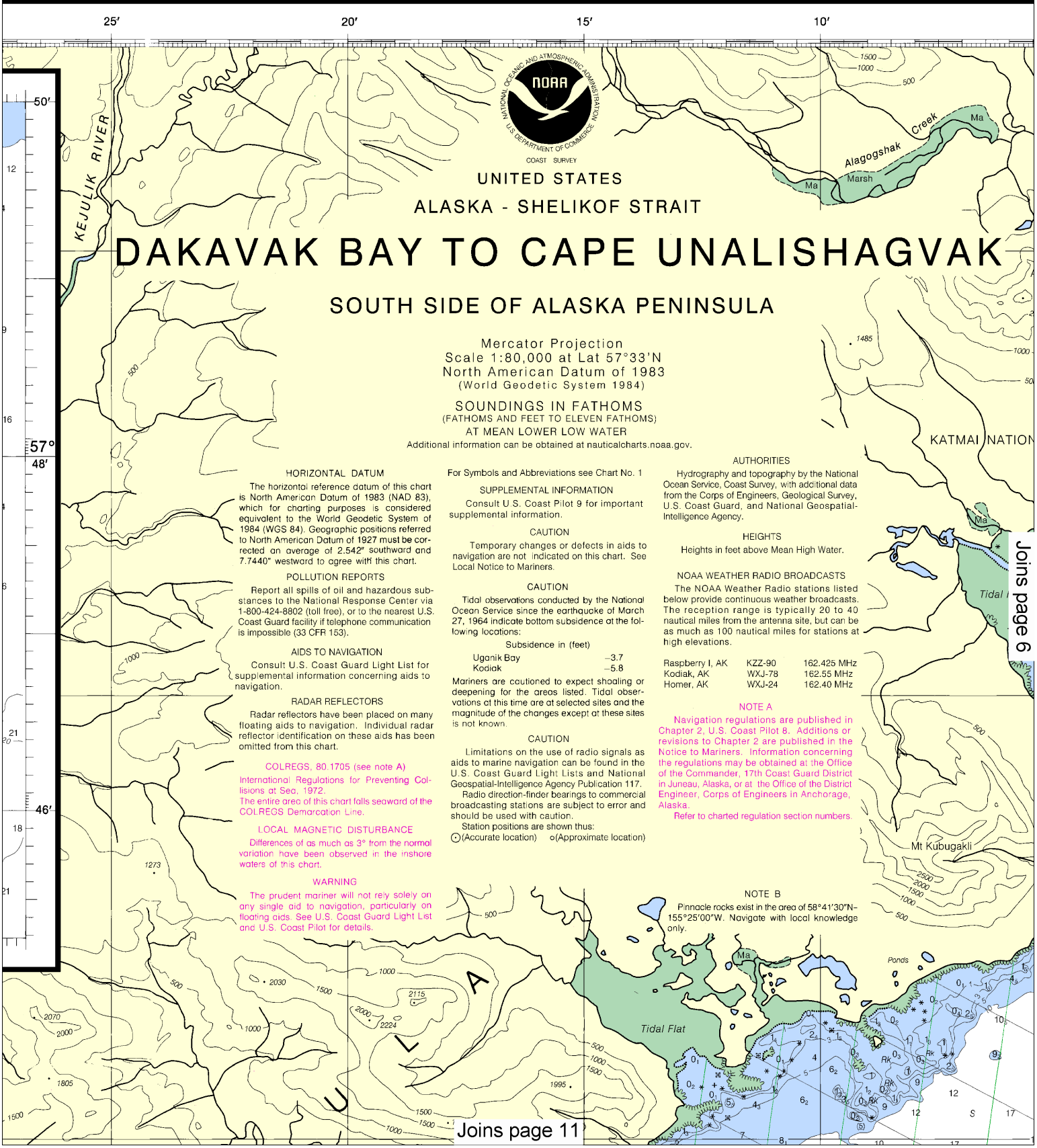
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



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POLLUTION REPORTS

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AIDS TO NAVIGATION

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Differences of as much as 3° from the normal variation have been observed in the inshore waters of this chart.

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For Symbols and Abbreviations see Chart No. 1

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

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Refer to charted regulation section numbers.

NOTE B

Pinnacle rocks exist in the area of 58°41'30"N–155°25'00"W. Navigate with local knowledge only.

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

20′ 15′ 10′ 05′

UNITED STATES

ALASKA - SHELIKOF STRAIT

AKAVAK BAY TO CAPE UNALISHAGVAK

SOUTH SIDE OF ALASKA PENINSULA

Mercator Projection
Scale 1:80,000 at Lat 57°33'N
North American Datum of 1983
(World Geodetic System 1984)

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Joins page 5

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KATMAI NATIONAL MONUMENT

Atmo Mt

Alagogshak Creek

Marsh

Tidal Flat

Ponds

Mt Kubugakli

CAPE KU

Joins page 12

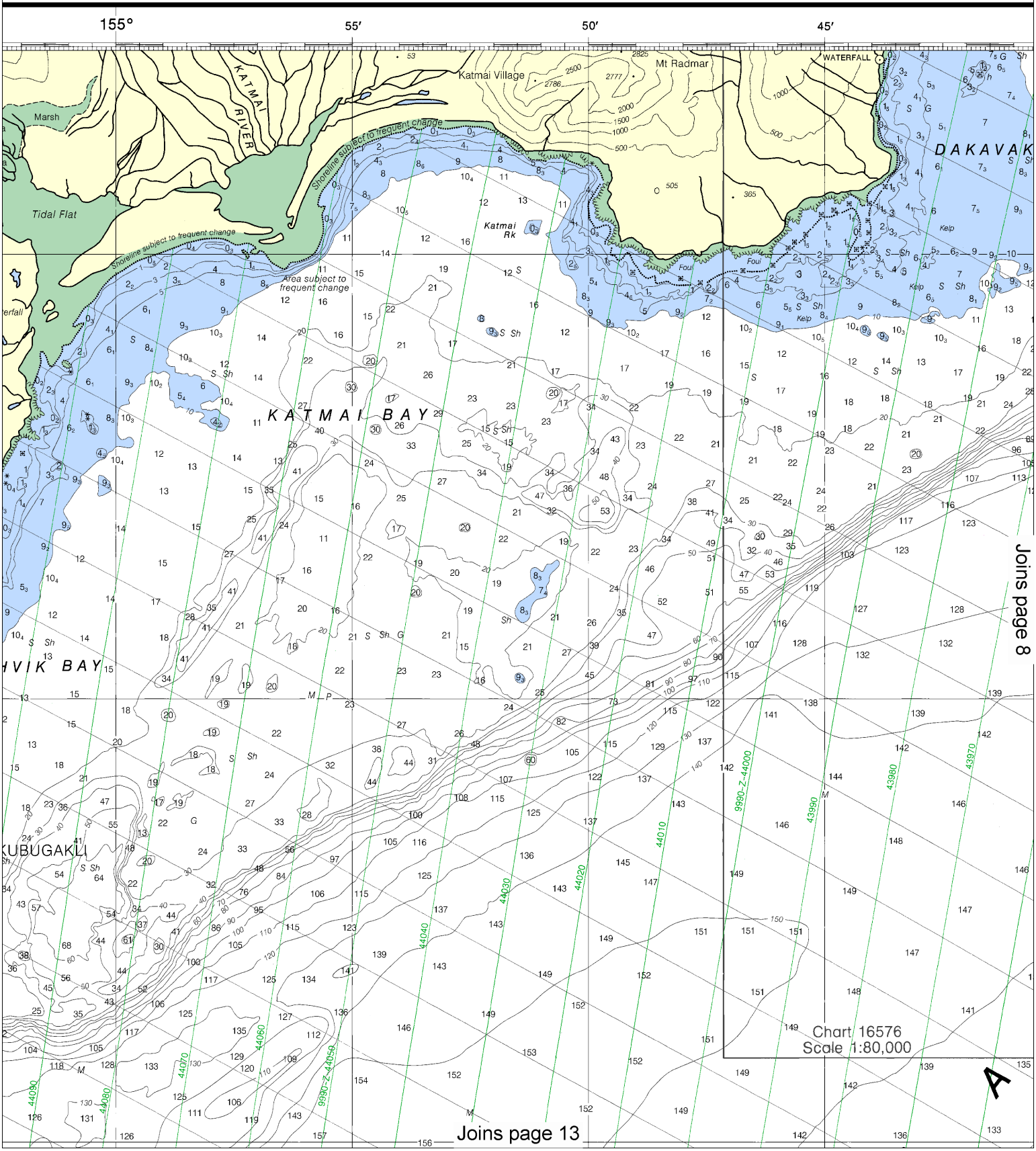
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

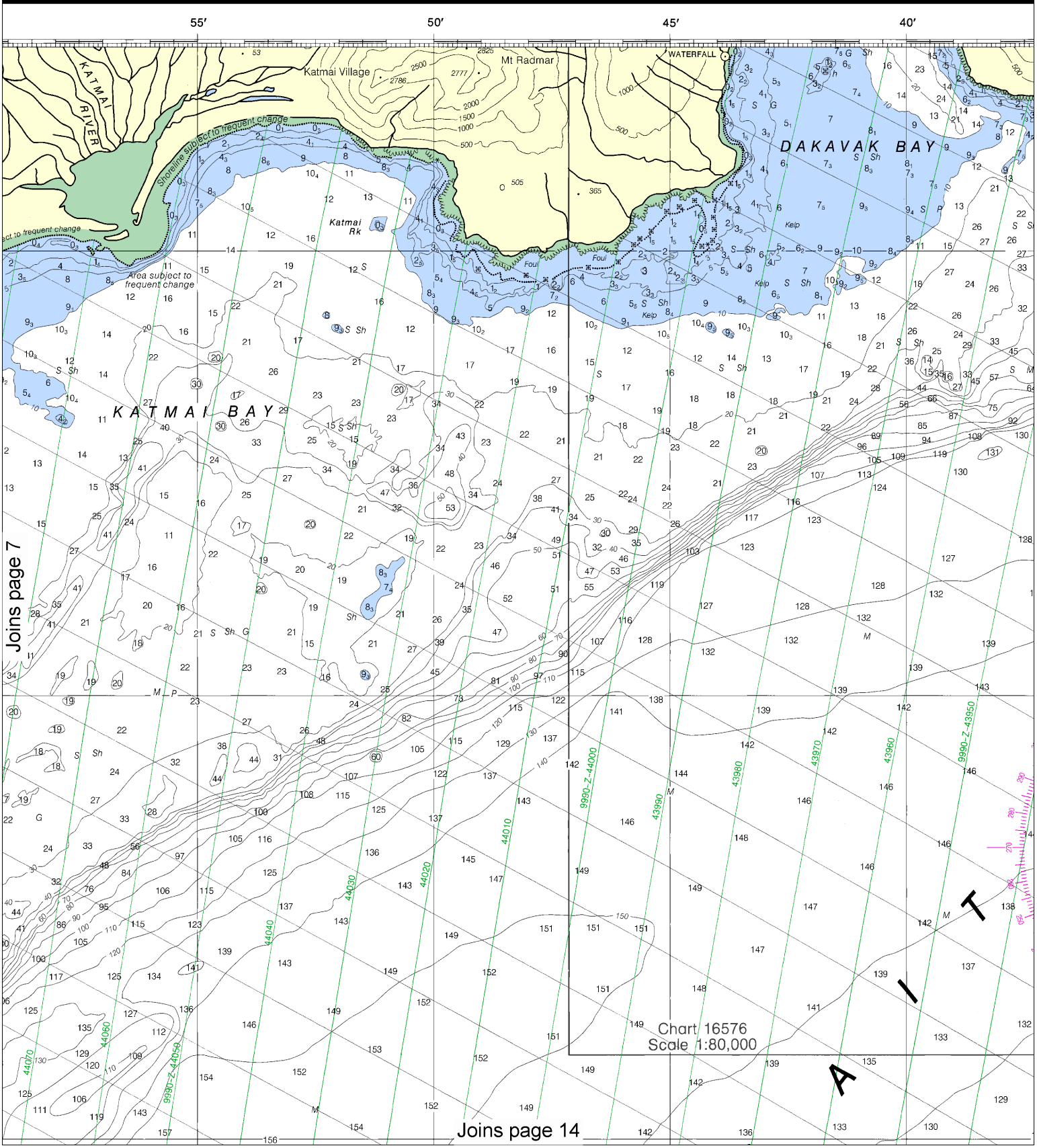
See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

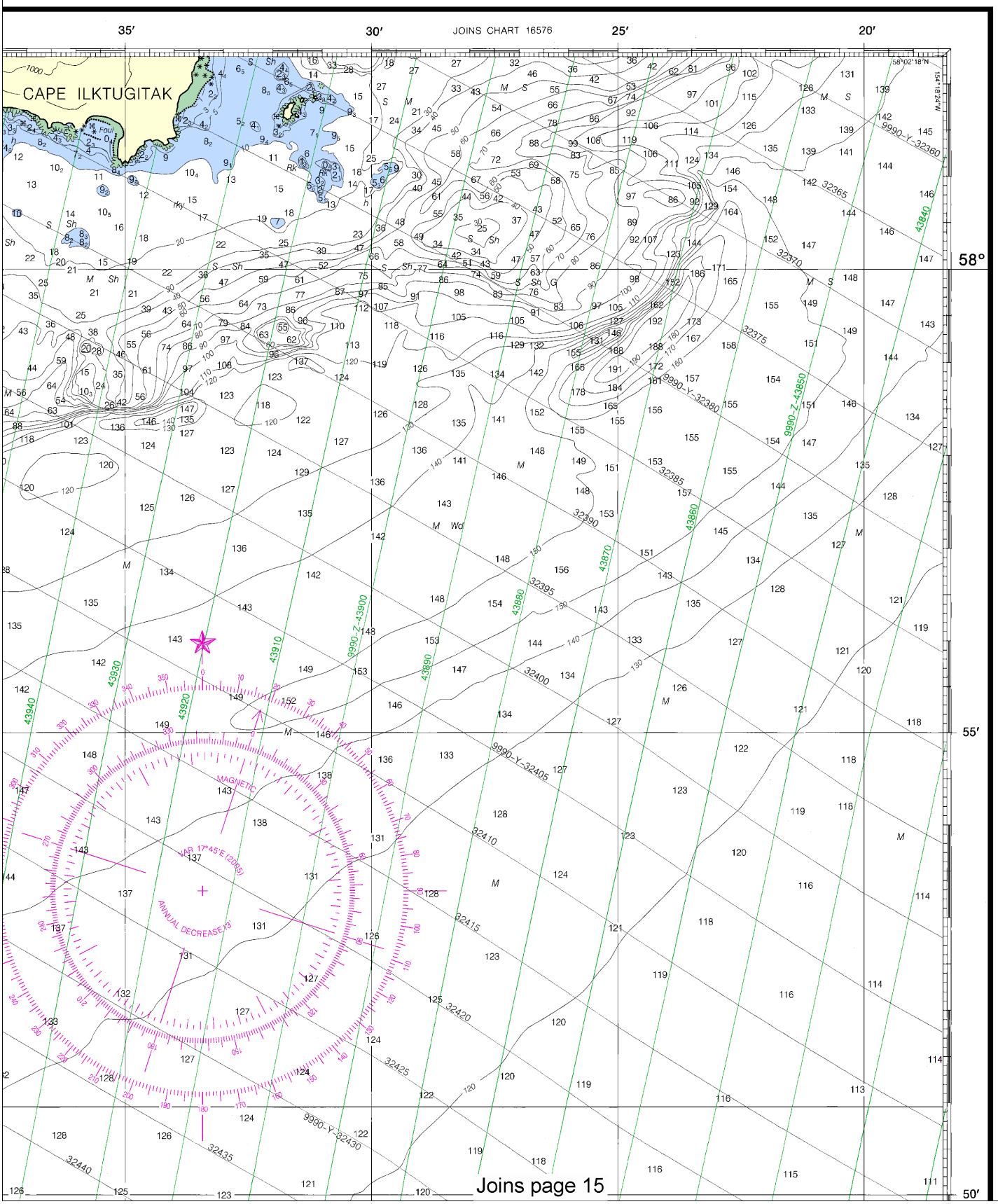
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



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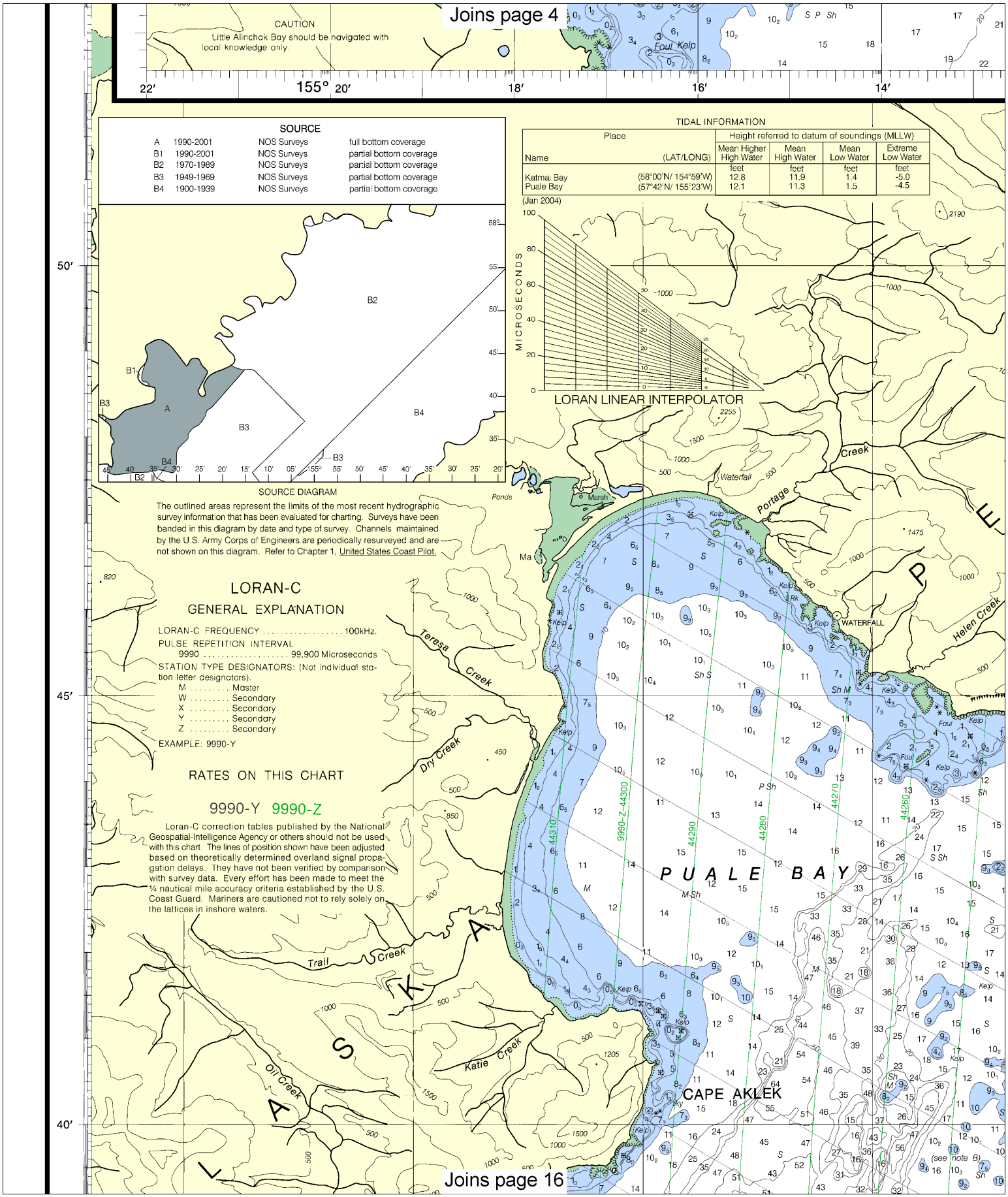

10

Note: Chart grid lines are aligned with true north.

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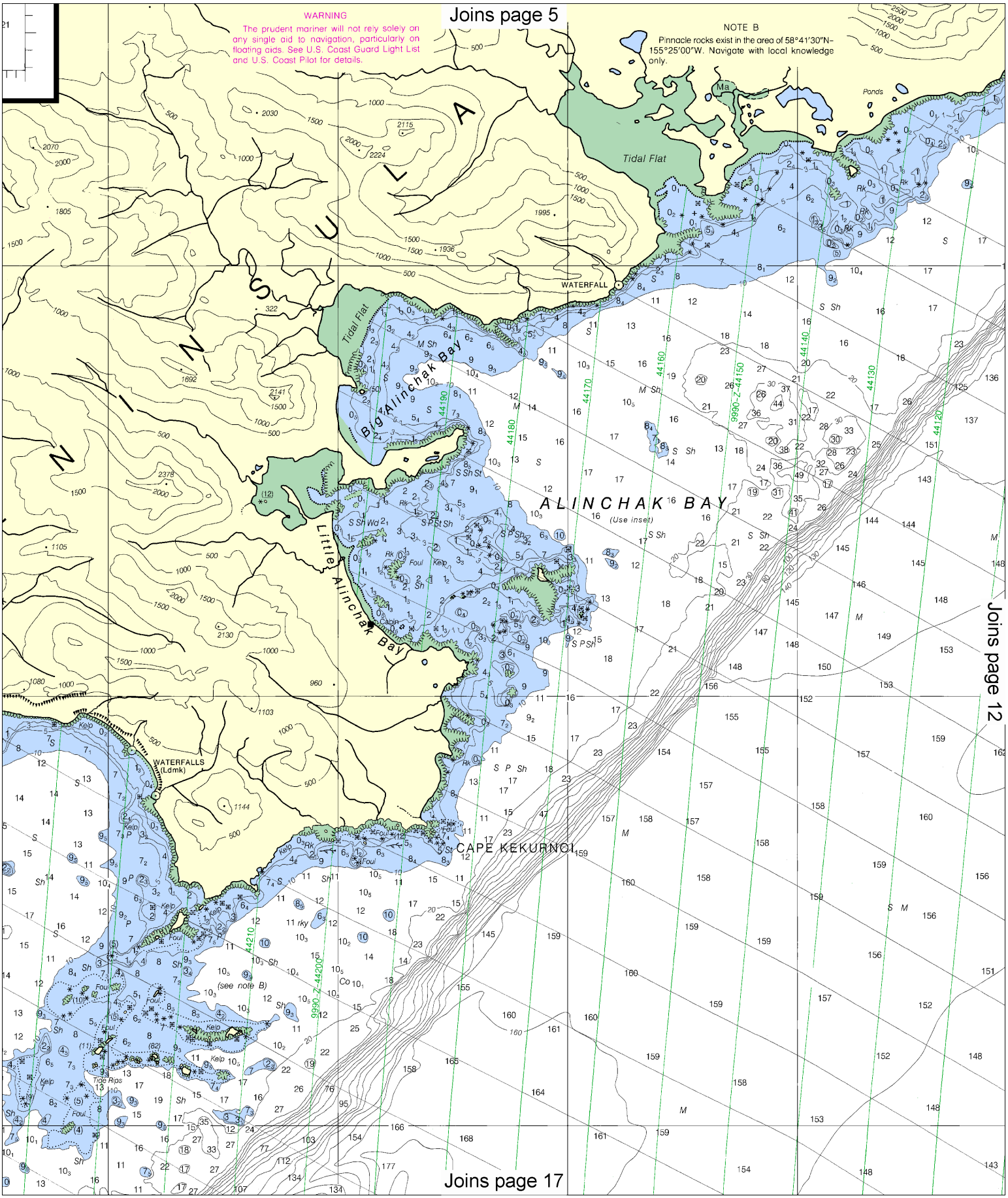
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.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Joins page 5
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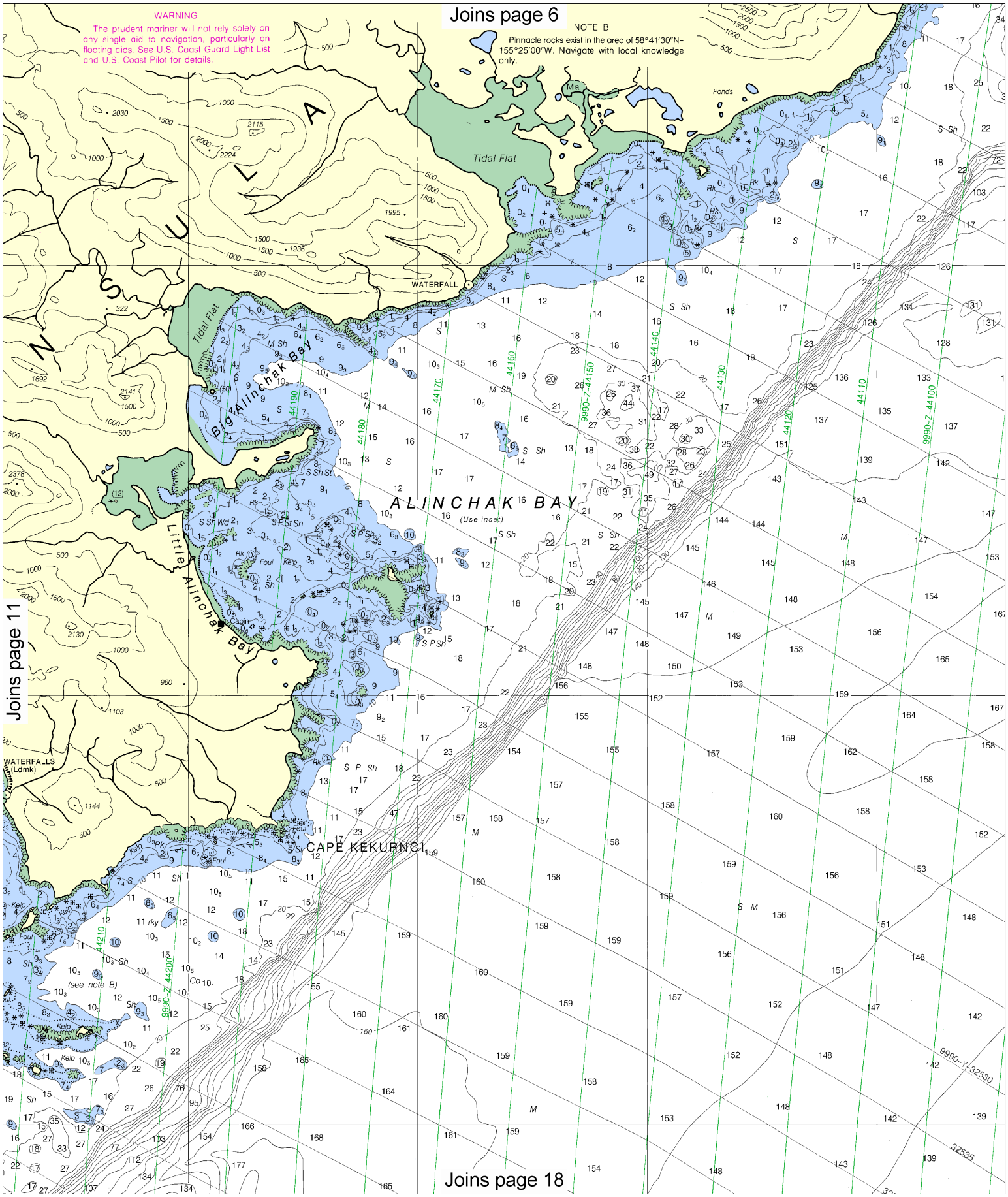
Tidal Flat
WATERFALL
Tidal Flat
Big Alinchak Bay
ALINCHAK BAY
(Use inset)
Little Alinchak Bay
WATERFALLS (Ldmk)
CAPE KEKURNOI
(see note B)
Tide Rips
Joins page 12
Joins page 17



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

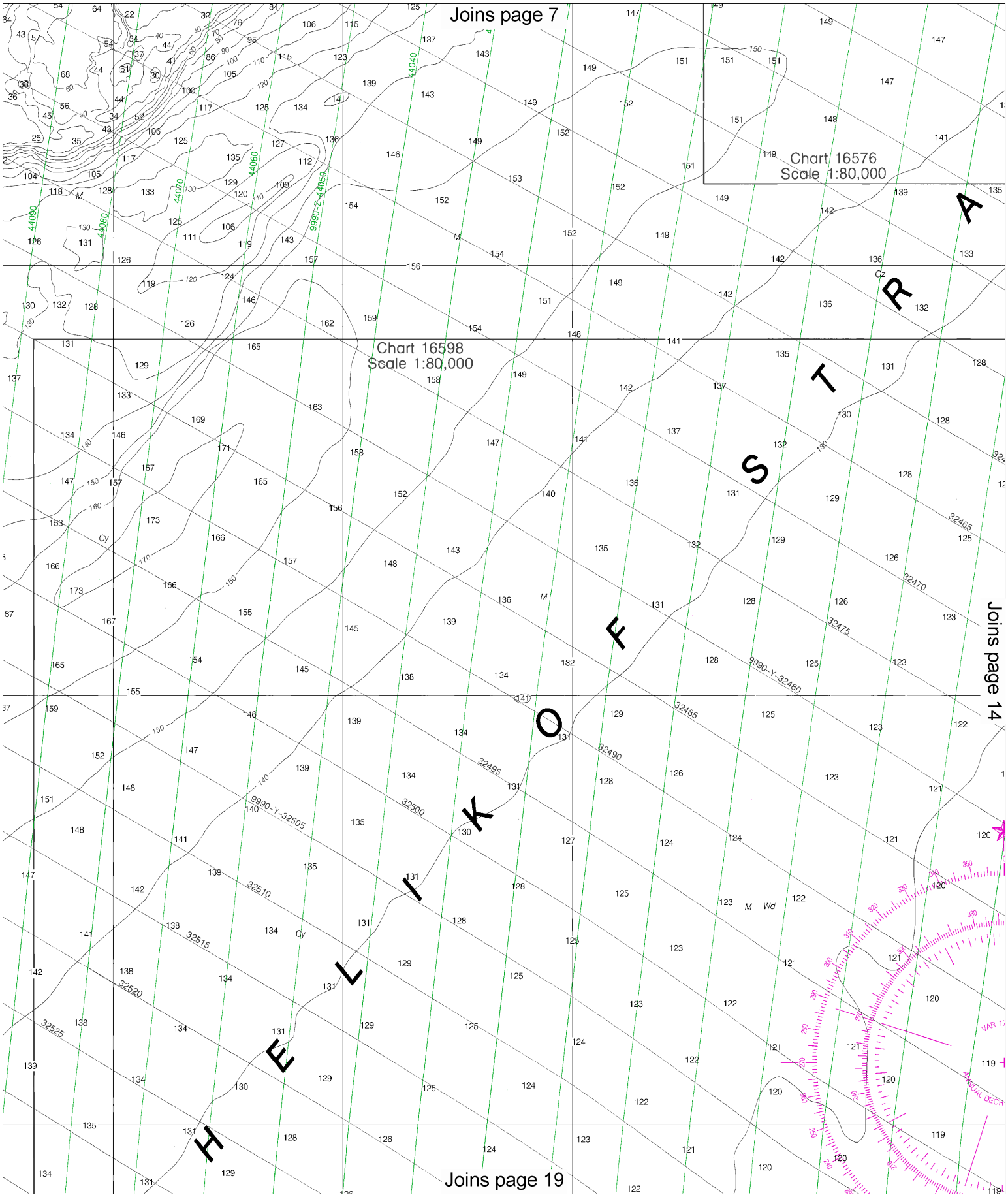

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Chart 16598
Scale 1:80,000
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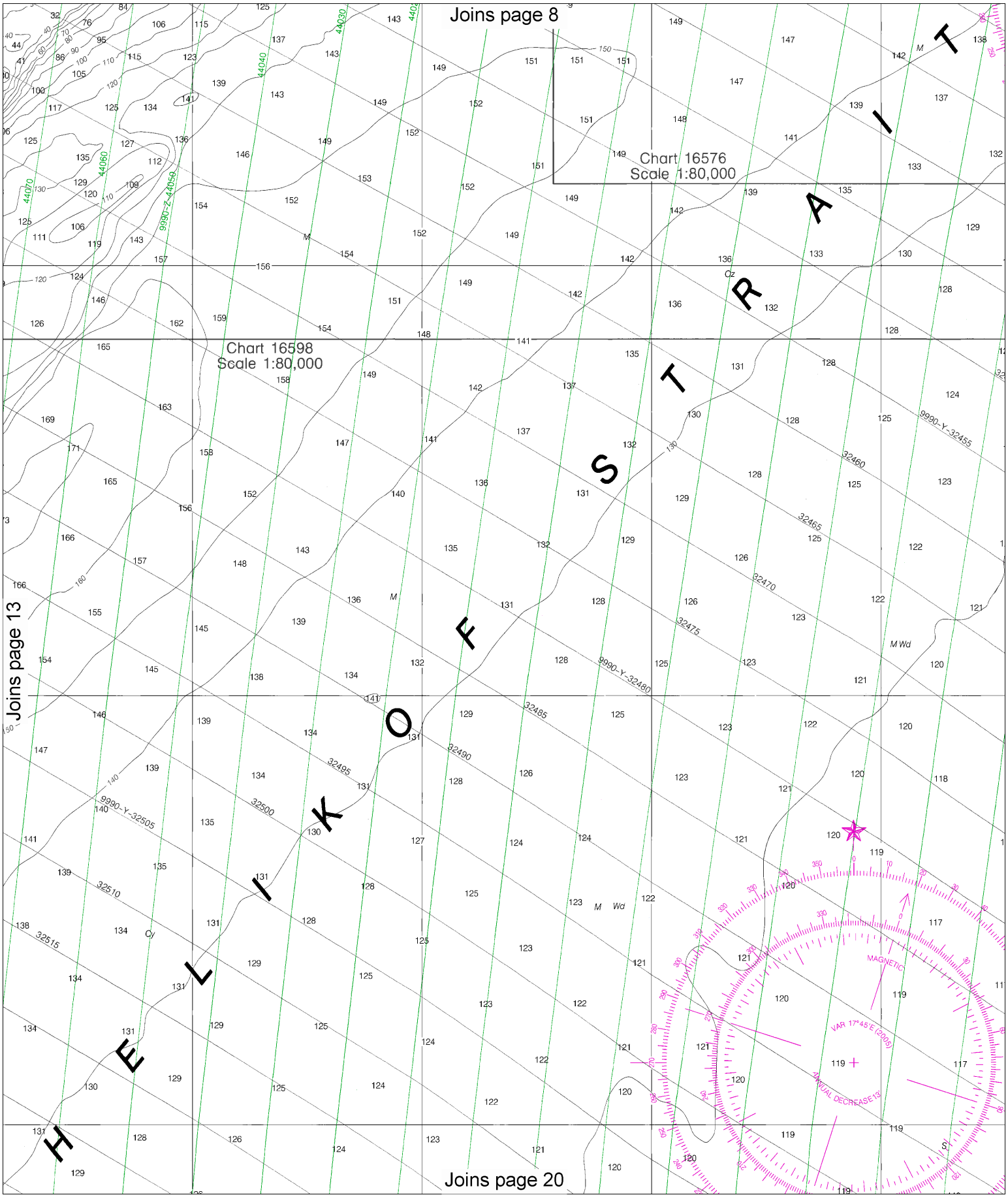
Joins page 14
Joins page 19



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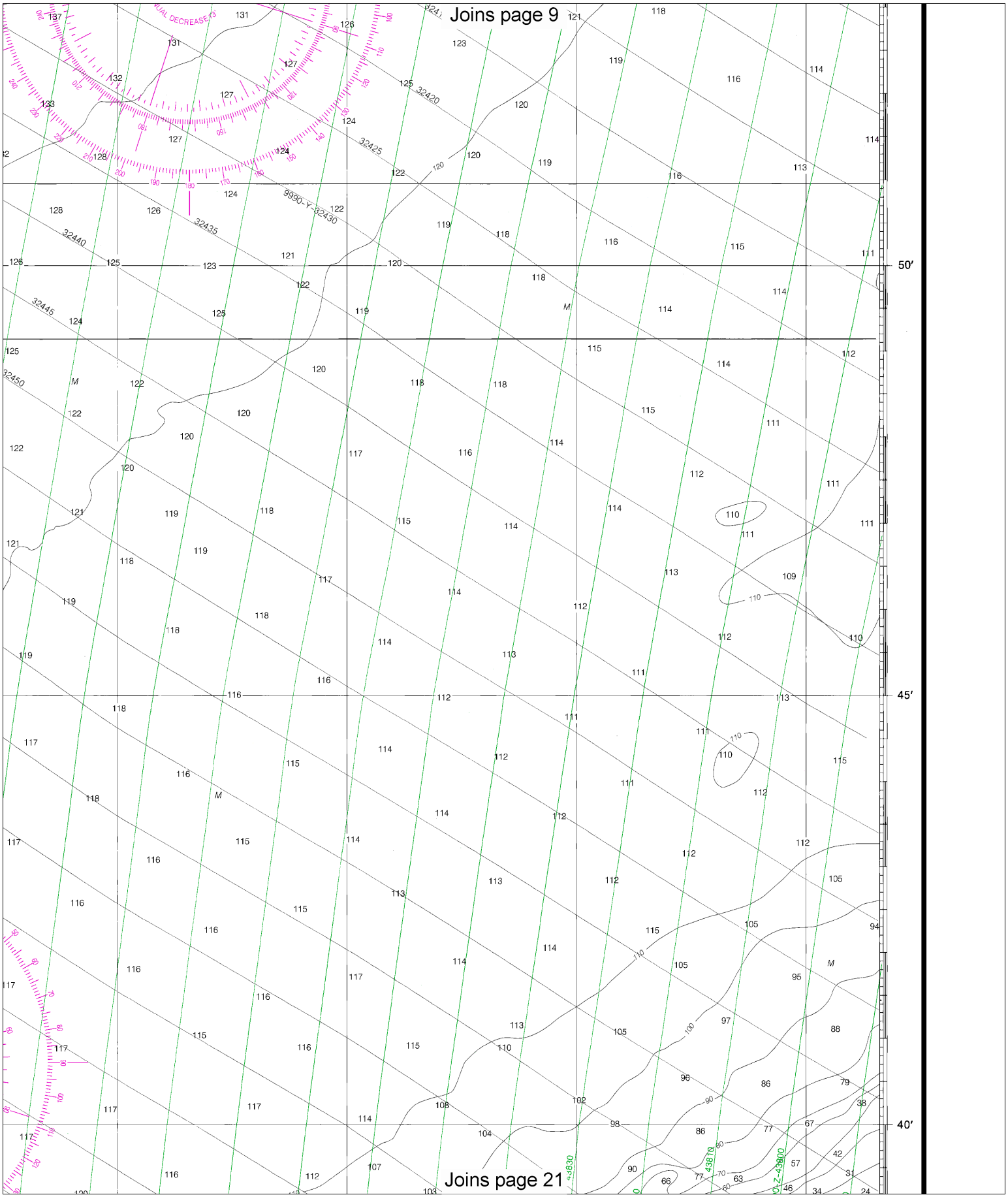
Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.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Joins page 21
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32450
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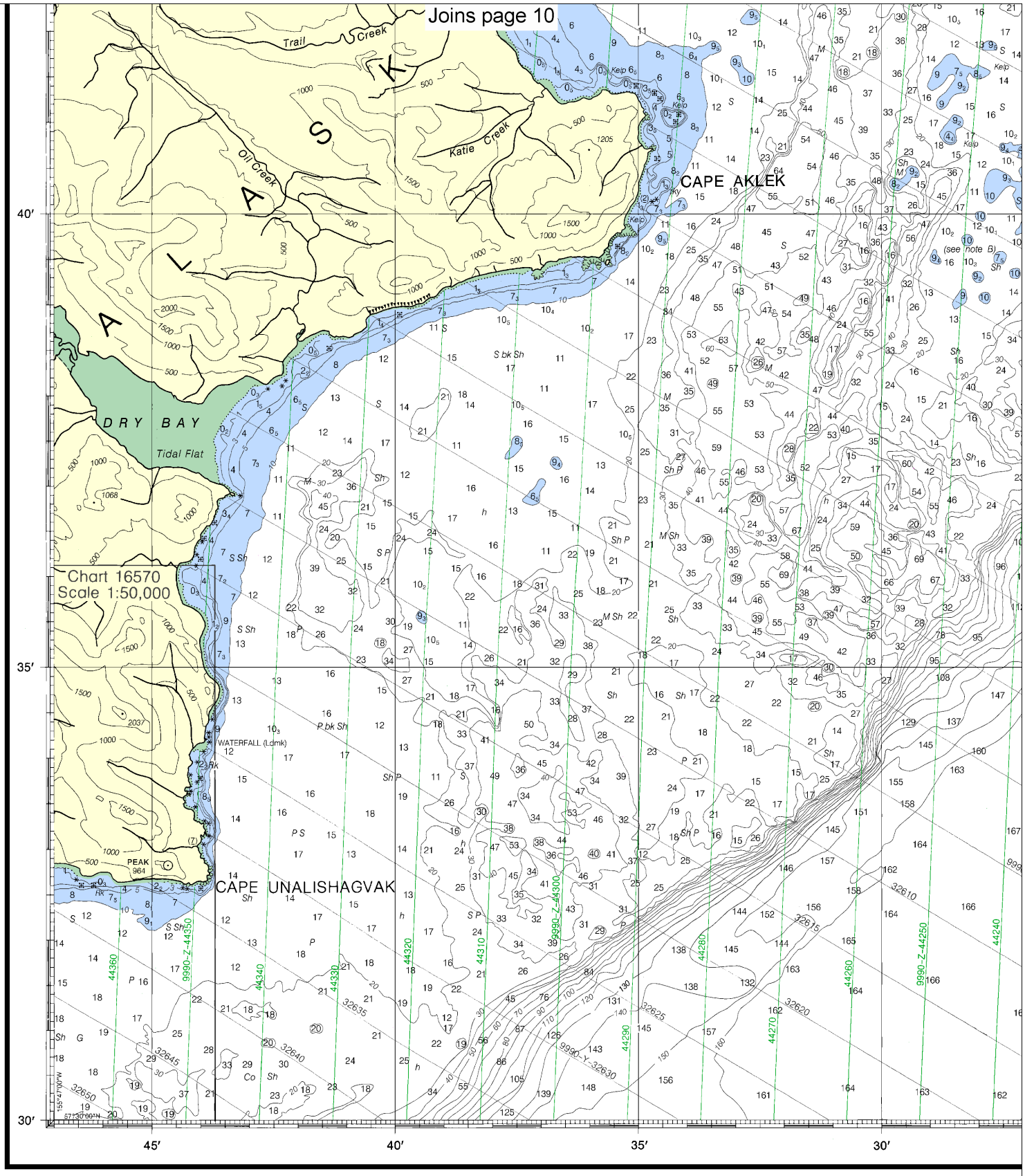

2nd Ed., Jan./05 ■

Corrected through NM Jan. 29/05
Corrected through LNM Jan. 18/05

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

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16

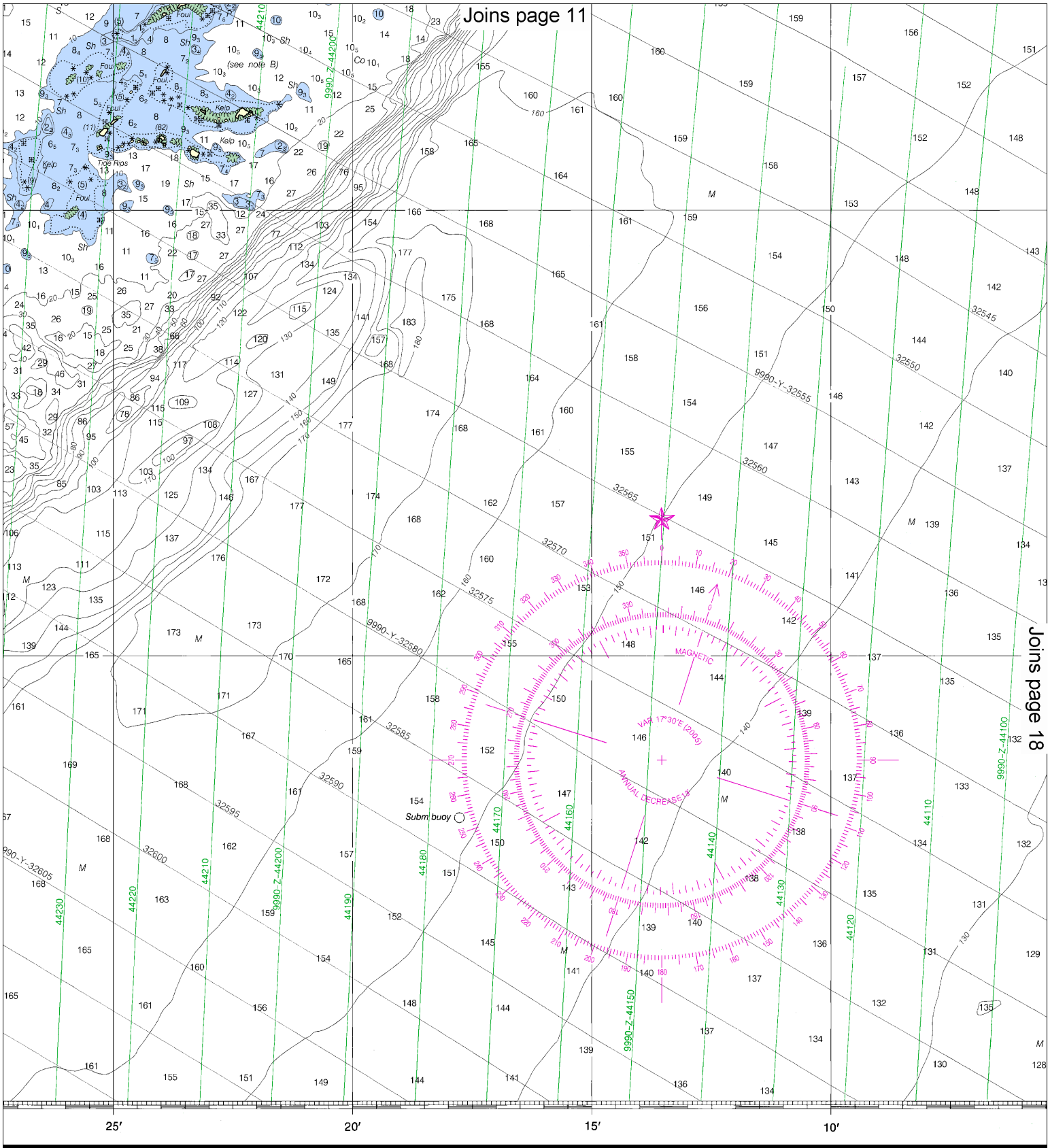
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

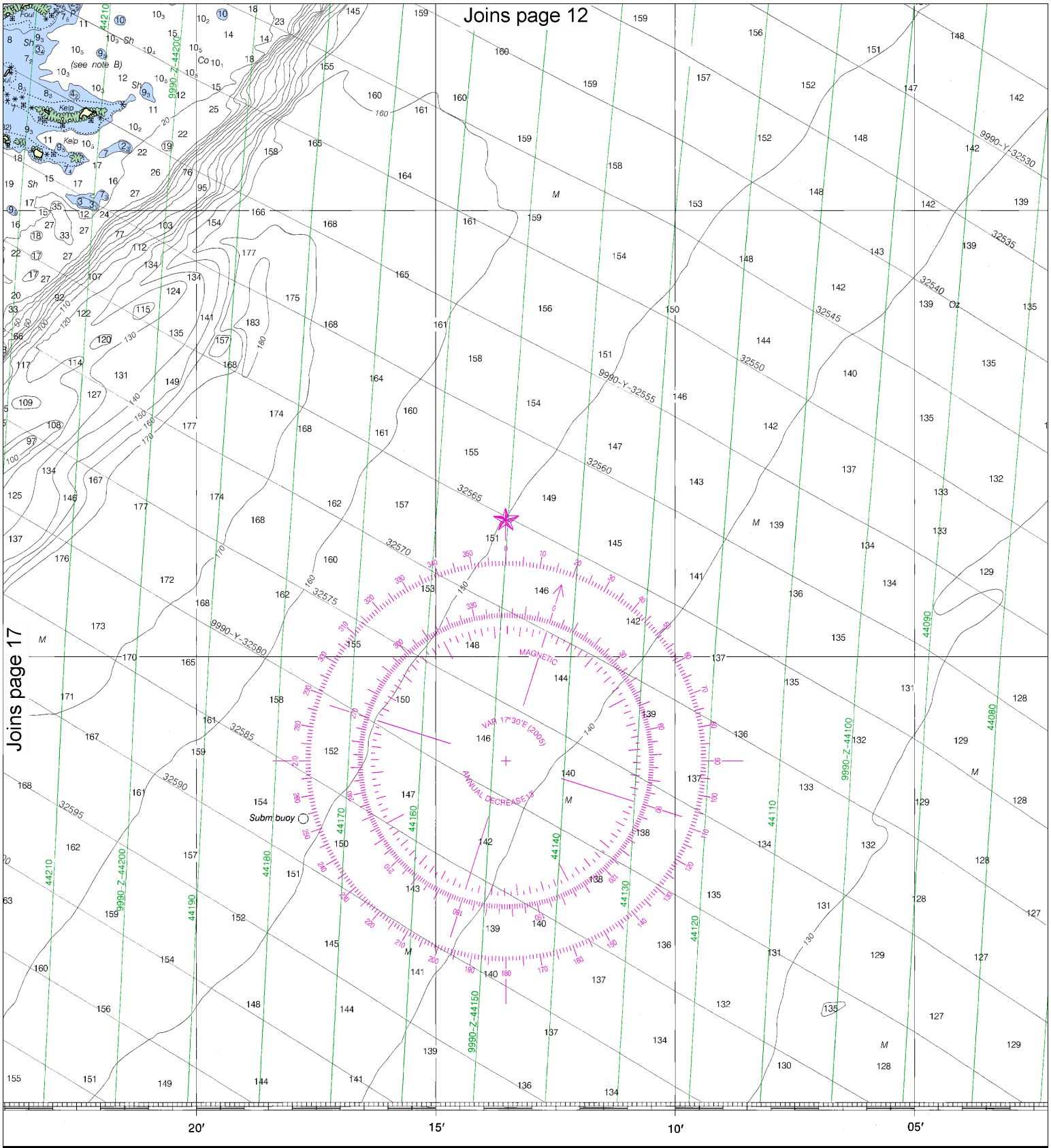


DINGS IN FATHOMS

THOMS AND FEET TO 11 FATHOMS)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.



FATHOMS

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Note: Chart grid lines are aligned with true north.

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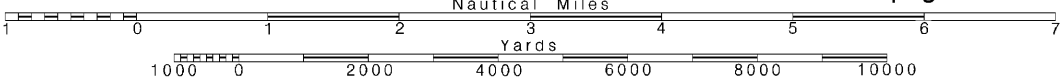
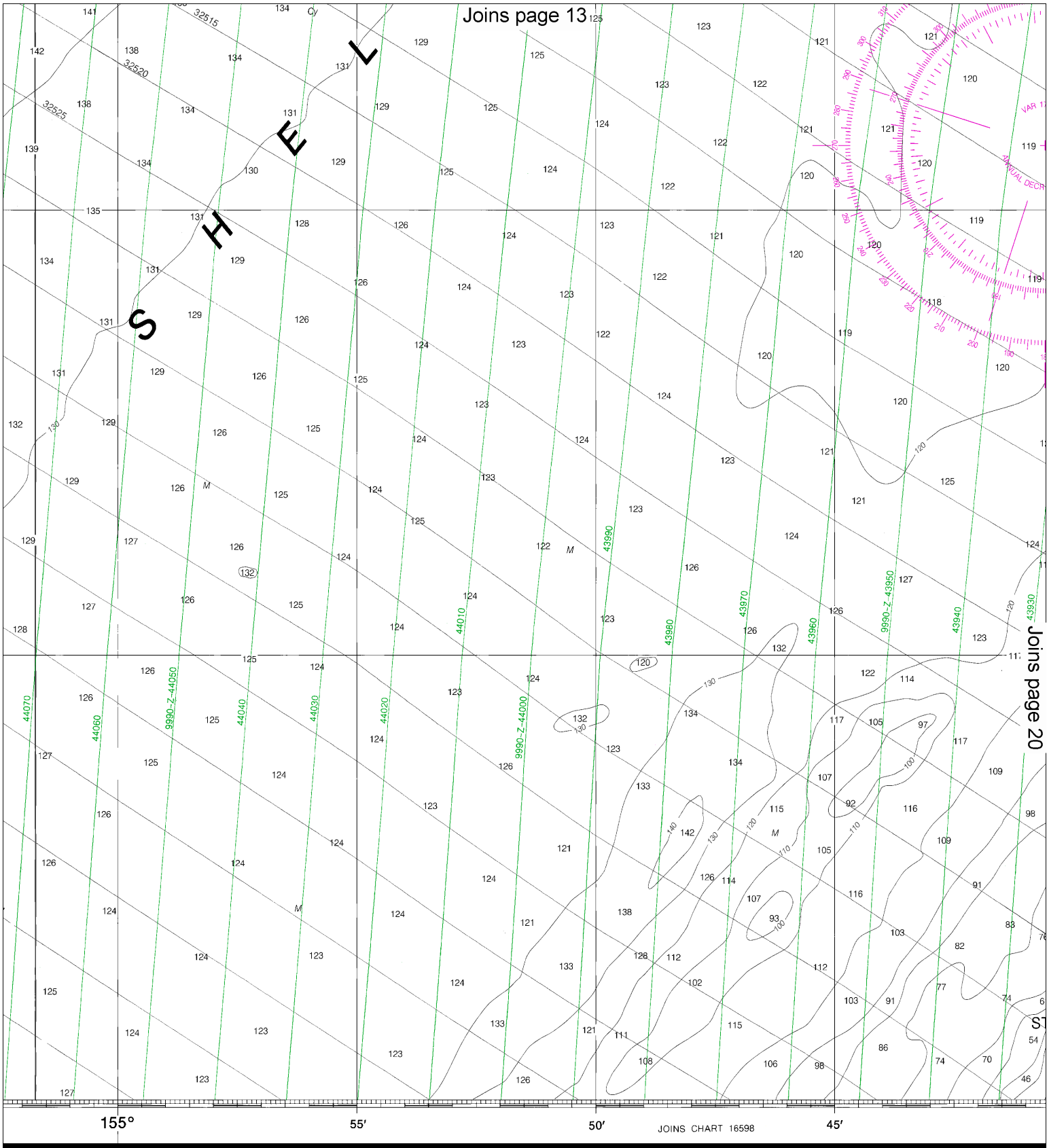


See Note on page 5.



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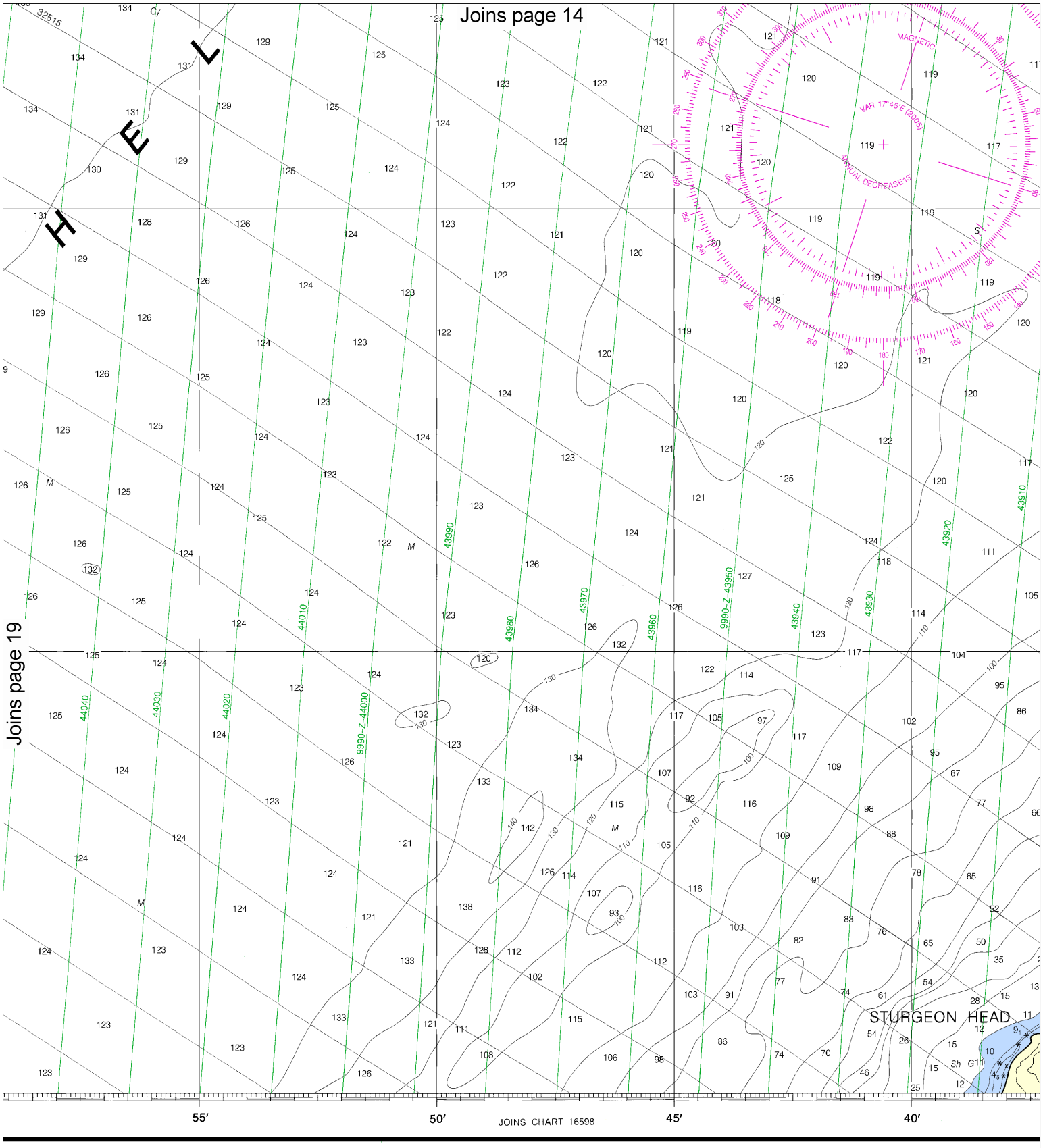
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

FATHOMS	
FEET	
METERS	



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FATHOMS	1	2	3	4	5	6	7	
FEET	6	12	18	24	30	36	42	
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14							

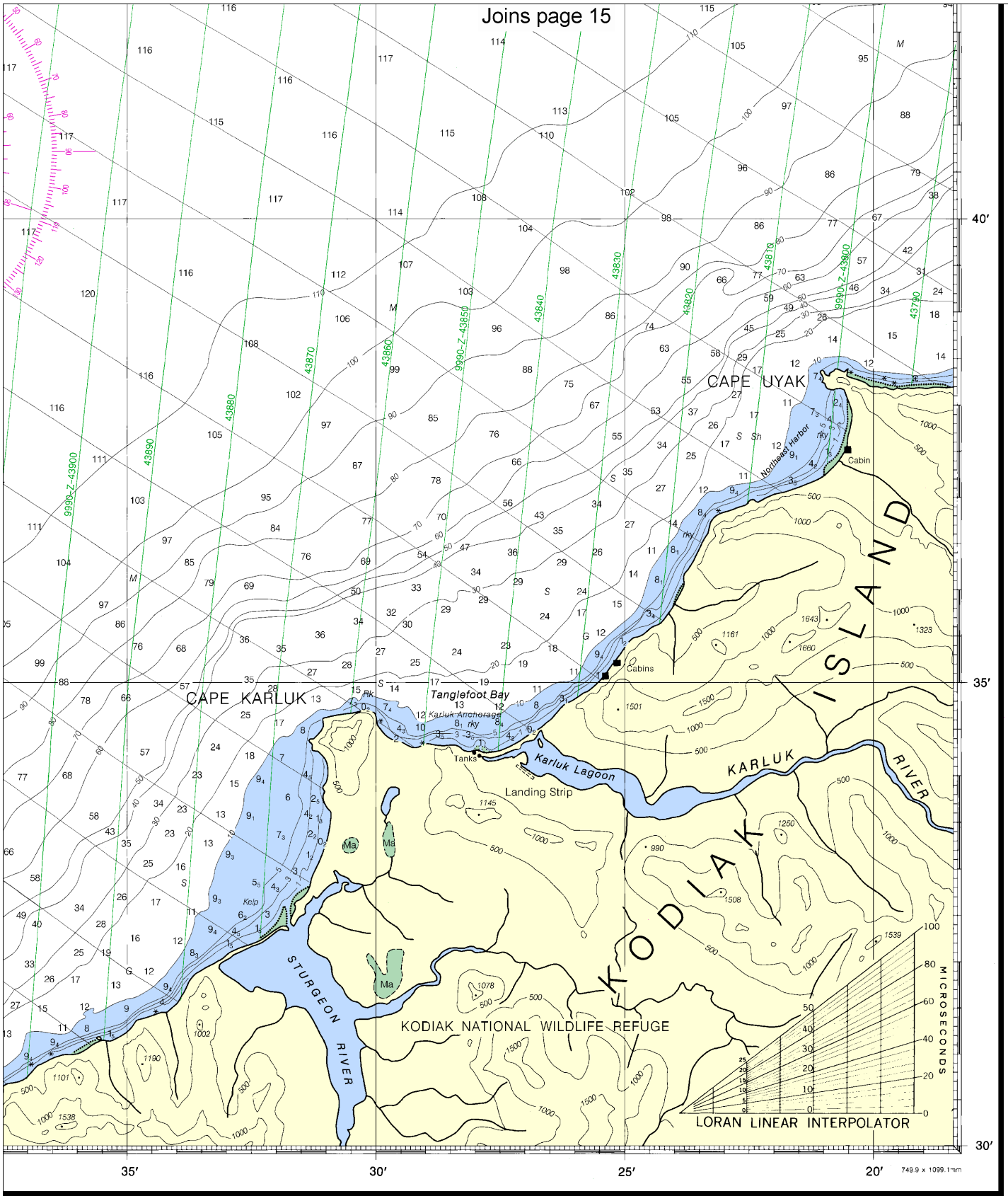
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



Dakavak Bay To Cape Unalishagvak

SOUNDINGS IN FATHOMS AND FEET - SCALE 1:80,000

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16575

749.9 x 1099.1 mm

ED. NO. 2

NGA REFERENCE No. 16BCO16575

NSN 7642014007787

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
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National Weather Service	—	**http://www.weather.gov/**
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Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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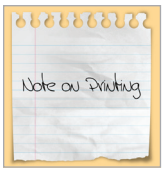

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